

4.8 DESIGN GUIDELINES

DESIGN GUIDELINES direct the quality of the outcome of any physical development, action or program. They are intended to be the basis for discussion between neighborhoods, the City, and developers to work toward achieving a better community through attention to good design principles.

Guidelines for Seattle must have 3 parts:

1. The title or subject.
2. A one or two sentence description of the guideline. This description is clear, concise and direct and uses language such as "Projects should..."
3. Explanations and examples which further illustrate the idea and provide guidance for how the issue should be approached. These can be photographs, sketches of good examples, diagrams, lists of good ideas, or examples or lists of solutions to avoid.

TRANSPORTATION & GETTING AROUND

PEDESTRIAN WALKWAYS -- Safe, clearly marked separation of pedestrian and vehicular areas must be provided along all arterials, the Civic Core and pedestrian corridors. . Wider sidewalks with street trees, walkway lighting, barrier-free access and other amenities that make sidewalks more attractive, pleasant and safe should be emphasized.

TRAFFIC SEPARATION -- The physical separation of pedestrians from traffic must increase proportionately as the incidence and intensity of traffic increases within the Planning Area, an example is moving from quieter residential areas toward the busy Civic Core. Separation devices include: street trees, wider walkways, walkway lighting, planting strips, on-street parked cars and street furniture.

CRIME PREVENTION AND SAFETY

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN -- "Crime Prevention Through Environmental Design (CPTED)" guidelines must be adopted for all public area and new private development design. The Seattle Police Department should be consulted in design of developments to ensure CPTED Design Guidelines are met.

EXISTING PUBLIC SPACES -- Community physical features should be evaluated related to crime prevention based on CPTED Design Guidelines.

EYES ON THE STREET -- To reinforce community crime prevention, pedestrian corridors must develop with eyes looking out onto the street and into public spaces. Design of new developments should ensure that some windows from interior spaces always look onto adjacent streets in more than one direction. This can include corner windows and/or bay windows. Visibility from the street into all outdoor public areas, such as parks, and parking lots must be ensured.

IMAGE & APPEARANCE

Measures should be taken to Improve the image and appearance of Lake City to create the perception and reality of security and safety. Any look of deterioration, abandonment, graffiti or gaps between businesses or store fronts, dark alleys, parking lots or spaces between buildings and the like in the business district; should be corrected to eliminate opportunities for crime problems.

PUBLIC COMMUNITY SPACE -- Pleasant public gathering spaces should be provided in the business district to encourage casual interaction and planned community events.

HOUSING & HUB URBAN VILLAGE

DESIGN REVIEW FOR PROJECTS -- Design Review should be required for any commercial or multi-family development of parcels that are located in the Planning Area.

INNOVATIVE HOUSING DESIGN -- Design Guidelines related to Multi-family housing developments should encourage innovative housing design.

DEFENSIBLE SPACE -- To optimize personal and public safety in multi-family developments, an emphasis on defensible space (crime prevention) concepts must be included in the Design Guidelines.

WINDOWS ON THE STREET -- All new multi-family buildings should be required to have apartment windows facing the street.

WINDOWS IN TWO DIRECTIONS -- Each apartment unit must have windows facing in at least two directions to increase visibility of the unit's immediate neighborhood.

LIGHTING -- All exterior and interior public spaces of multi-family buildings must be well lit.

MAIN ENTRIES -- Main entries to multi-family buildings must be visible from the street.

ORDERLY STREETS -- Multi-family zoned areas should have top priority for installation of crime-prevention and safety features such as sidewalks, curbs, gutters, street-side parking controls and installation of night lighting on public sidewalks. Private developers must be required to install curbs, gutters, sidewalks and sidewalk lighting as part of any multi-family development.

BUFFER DIFFERENT LAND USES -- Differing land uses should be separated by establishing performance standards considering such matters as terrain features, screening, landscaping and fencing.

PRESERVE AMENITIES -- Natural and manmade community amenities should be preserved and enhanced.

Develop Design Guidelines related to multi-family housing issues which encourage and provide incentive for innovative housing design and emphasize crime prevention through defensible space concepts.

DESIGN REVIEW REQUIRED -- Actions, such as cutting down trees, eliminating a green buffer, adding floodlights, clearing land and so forth, should require Design Review on property within the HUV boundary.

ECONOMIC DEVELOPMENT

BUILDING APPEARANCE -- The visual appearance of the back-side of commercial buildings should be improved with respect to view from adjacent residential streets.

BEAUTIFICATION PROGRAM -- A beautification program should be developed throughout business area with more park-like amenities, trees, flowers, and artwork in the business areas

CIVIC CORE

CIVIC CORE DESIGN GUIDELINES -- Design Guidelines must be developed for the Civic Core to:

- * provide direction for appropriate street amenities, signage; beautification; compatible building character and building typology,
- * provide the Design Review Board with guidance related to the desires of the neighborhood,
- * ensure the business and economic environment in the Core is designed to be physically attractive to new businesses, residents and shoppers,
- * guide design of Civic Core residential, commercial and civic projects,
- * mitigate harsh visual transitions between zoning changes in the Core, Design Guideline transition measures must be developed.

PARKING LOCATIONS -- Parking in the Civic Core should be located to facilitate multiple errands and activities in the course of a one-stop visit to the Core. Parking should be located to the rear of buildings, in the interior of the block and/or underground.

RIGHT-OF-WAY USE -- Public land and right-of-ways should be used in creative ways to provide multiple-use opportunities for the public.

IMPROVED IMAGE -- The Civic Core image must be improved by providing street curbs, gutters, and sidewalks; burying power service; and in-filling long streetscape expanses open to parking and service lots, and the backside of buildings.

WALKING ENVIRONMENT -- The Civic Core must be developed as a pedestrian friendly environment.

OPEN-SPACE LINKS -- Linkages should be developed to connect between open spaces and activities outside the Civic Core with the Core.

THE LAKE CITY "LIGHT" -- A new, aesthetically pleasing, safety-oriented lighting scheme to light sidewalks (as opposed to the streets) of Civic Core and multi-family areas must be developed and carried out in all new developments.

LAKE CITY WAY SET-BACKS -- New development along Lake City Way, in the business district and Civic Core, should be encouraged to set back from the sidewalk seven feet (per the Gateway Plan) to increase the width for public and business use of the sidewalk.

OPEN SPACE & NATURAL SYSTEMS

OPEN SPACE ACCESS -- Publicly owned open spaces should be linked by pedestrian-friendly corridors.

PARK DESIGN -- Existing parks must be improved and maintained for safety features, such as visibility into and out of all areas within the park.

PARK RESPONSE TO LOCAL NEED -- Existing Planning Area parks should be improved and maintained to respond to local character and need.

ACTIVE PLAY AREAS -- New active-use public parks should be developed that respond to a variety of users, especially teenagers.

CHILDREN'S PLAY AREAS -- Design children's play areas to provide age separation, appropriate equipment and multiple developmental learning opportunities. (This is already in the Seattle Park Department Park Design Guidelines)

DISTANCE FROM OPEN SPACE -- Densely developed residential areas in the Planning Area should have parks and public open space within an easy walking distance of 10 minutes or +/- 1/2 mile.

MULTI-USE PARKS -- New and existing Park Department facilities should be developed to support multi-use where appropriate and not harmful to natural resources.

NATURAL SYSTEM PROTECTION -- Existing riparian and wetland areas shall be protected from harm and destruction. Interrupted riparian and wetland systems should be re-established and re-established through acquisition where and whenever possible.

SENSITIVE AREAS -- In sensitive-area zones, natural habitat and native plant enhancement should be promoted.

CORRIDORS -- Effective animal habitat corridors should be established and must have sufficient mass to support wildlife. Existing significant natural resources in the Planning Area must be protected. Green corridors that influence community character and establish an identity in the Planning Area must be protected from interruption. View corridors of Lake Washington and Mt. Rainier, discovered along public right-of-ways, should be protected by building setbacks.

DRAINAGE & RUN-OFF -- Run-off from sidewalks and streets should be re-injected into the ground water resource using surfaces which allow filtration (alternatives to solid paving) and other associated treatments to render run-off petroleum-free.

CONDITIONAL USES -- Conditional uses in planned developments that enhance the natural environment, help maintain a balanced urban ecology, and protect and prevent harm to critical areas should be permitted.

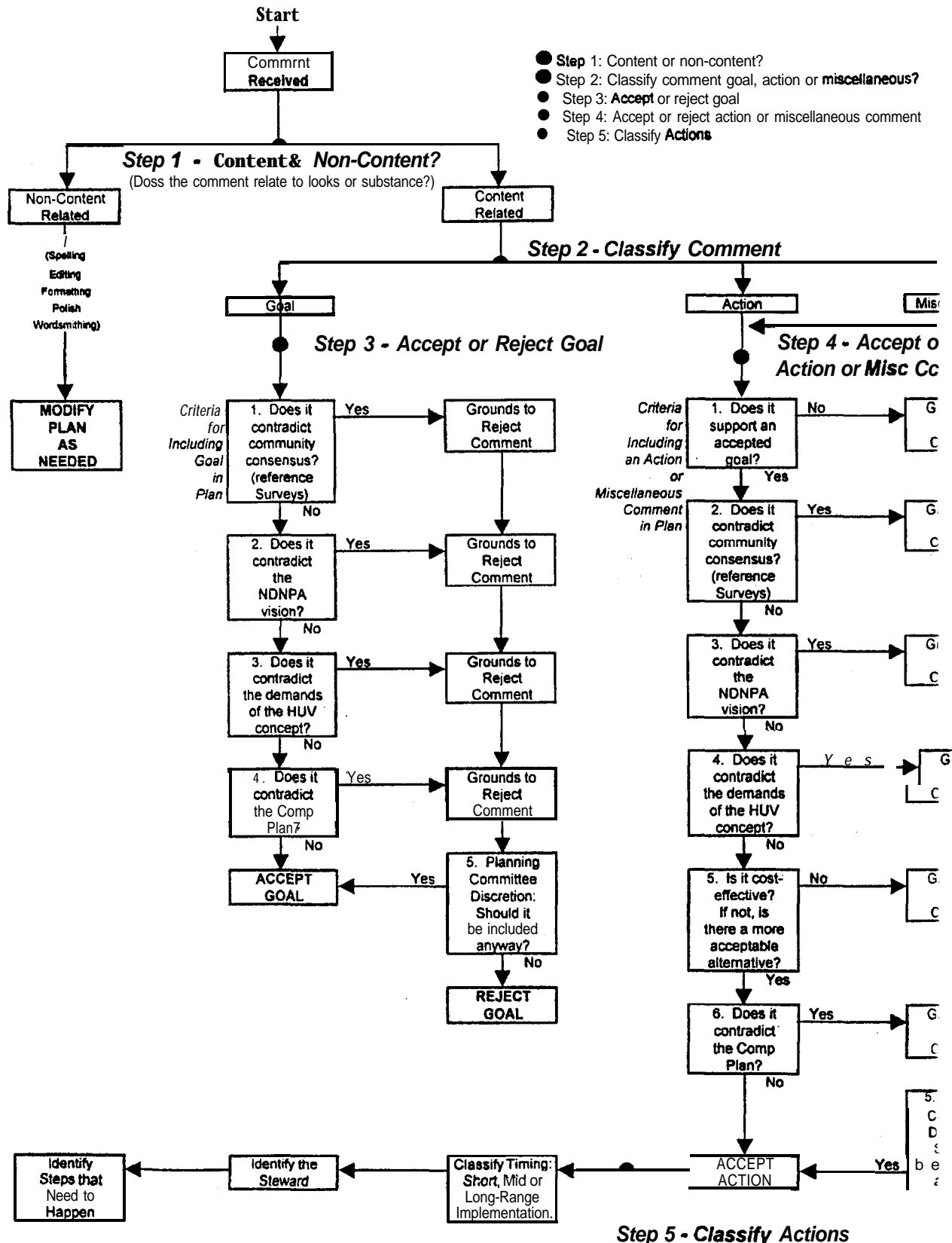
ENVIRONMENTAL OBJECTIVES -- Open space systems should be used where possible to accomplish environmental objectives, such as drainage control, noise buffering, and improved wildlife habitat (e.g. fish recovery efforts).

4.9 DRAFT PLAN PUBLIC COMMENT

Flow Diagram for Handling Plan Comments

North District Neighborhoods' Planning Area

JU
DRAFT



North District Neighborhoods' Planning Area Comment Tracker

August 5, 1998

No. COMMENT

- 1 What are these symbols representing on the map? . and 0
- 2 What is meant by**line** on this map? It this a bike trail or what?
- 3 Goal **#3**: Get and keep all commercial vehicles and non-local commuters off all residential streets. Protect us **from** them.
- 4 4. Are there neighborhood-specific goals, strategies or actions for your neighborhood we have missed? Can't think of any.
- 5 1. "Existing Conditions" is the problem statement - do you agree? For the most part
- 6 **Traffic**: Proposed solution **#4**. Install speed bumps - I've seen this used on streets with similar problems.
- 7 **Traffic**: Proposed solution **#5**. More enforcement of speed limits by radar patrols.
- 8 Add sidewalks between NE 125th and NE 130th.
- 9 Add an **accesssible** basketball court close to 12546 33rd Avenue NE.
- 10 Add housing for the disabled into the 20 year growth plan.
- 11 Turn the old bowling alley into a theatre and bowling alley.
- 12 Add a playground to the Lake City Park on Lake City Way and NE 125th.
- 13 Add a food bank in Lake City.
- 14 Increase police patrol on 33rd Avenue NE; some cars have been vandalized.
- 15 Mount cameras on stop lights to catch delinquent drivers that threaten safety when crossing the street.
- 16 The painted line they put on 33rd Avenue NE hasn't been repainted for at least 5 years.
- 17 There needs to be a traffic diversion on 33rd Avenue NE to slow down cars.
- 18 Turn the old bowling alley into a theater and bowling alley.
- 19 Add stops to the Route 75 bus near the QFC on Roosevelt.
- 20 METRO: Have METRO notify passengers of holiday service more in advance.
- 21 METRO: Provide more east and west service.
- 22 1. "Existing Conditions" is the problem statement - do you agree? Yes
- 23 There is a major need for sidewalks on 33rd Avenue NE from 125th to NE 130th.
- 24 Would like to see a movie theater.
- 25 We also want traffic slowed down on 33rd NE (between NE 125th and NE 130th) traffic sign, chicanes, traffic circles.
- 26 [Add] housing for disabled, handicapped and senior.
- 27 [Add] bicycling lane on 35th NE from Lake City Way down to NE 45th.
- 28 [Add] bus routes from Lake Cii to Aurora. More E to W bus routes.

NO.	COMMENT
29	Housing and Business should limit the height of the buildings.
30	Multi-person housing must have a green area.
31	Multi-person housing must have under building parking.
32	Add better sidewalk and curb ramps.
33	Add basketball courts nearby.
34	Add better wheelchair access for the people in wheel chairs like curb ramps for people to get around better.
35	Add a food bank in Lake City.
36	Add bike racks for people who ride so they can park their bikes.
37	1. "Existing Conditions" is the problem statement - do you agree? Essentially
38	1. "Existing Conditions" is the problem statement - do you agree? Yes, clear
39	Add a safe crosswalk with curb at ramp 33rd Avenue NE and nE 130th to enter Fred Meyer.
40	Also the corner of 33rdAvenue NE and NE 125th needs a safe crosswalk with appropriate curb ramps.
41	Also a pedestrian crosswalk would be good across NE 125th at 33rd Ave NE. I'm in a motorized wheelchair.
42	There needs to be a safe crossing with curb ramps on the corner of 33rd Avenue NE and NE 130th.
43	Crown Hill Ballard and Pioneer Square propose cooperative artist live/work spaces.
44	Both Central and Wallingford place a priority on keeping elderly residents in the neighborhood.
45	1. "Existing Conditions" is the problem statement - do you agree? Yes
46	Wrote: "Not Important" next to: Major central gather space.
47	Wrote "Get bus routes off of SF residential streets' next to: Improve local transit.
48	Wrote: "Get 73, 77 out of our neighborhood!" near 20th NE turnaround block.
49	Wrote: "I like shuttle idea. Smaller vehicles, less noise, less stink."
50	Wrote: "Cover open drainage areas to make neighborhoods look better."

- 51 Action 3. Sidewalks/Trails. What areas are being considered/planned? Resistance would be very high in our area if an invasion is planned.
- 52 No sidewalks please. This encourages more aggressive motorist behavior. The beauty of a park setting is the ability to meander and stroll while enjoying the environment without restrictions. Plan sidewalks for those who want them. We don't!
- 53 Is commercial parking in residential areas a wide spread problem or is this preventive as other **Seattle** communities deal with this problem?
- 54 Goal **#11**. This will happen only when the Police Dept budget and manpower levels will accommodate such cooperation. Remember the recent shifting of police Dept personel to satisfy 911 calls?
- 55 Goal **#3**. Action 2. Does this currently exist and how does one get involved?
Phone: 361-3745
- 56 Goal **#3** Single Family Areas A Keep SF at all costs. Keep developers out of SF areas. Preserve our families and the rural environment as untouchables.
- 57 For a 20 year plan, I would submit the need for bicycle lanes on the main arterials as a transition away **from** car traffic to public transportation and further to mass transportation.
- 58 There needs to be more evening and night life in the businesses to attract people to the core area. Like the Fiddler's Inn in Wedgewood, live music, great pizza and microbrews would be a **B12** shot to Lake Cii.
- 59 2. Do you agree that the **goals** stated in the draft plan should be the goals for our planning effort?
Yes I generally do.
- 60 Vehicle Circulation: I strongly agree that there needs to be speed enforcement on residential streets and that some streets need to see a reduction in drive through **traffic** (I live on such a stree - the 2000 section of I 15th NE.)
- 61 1. 'Existing Conditions" is the problem statement - do you agree? Yes - I feel that you did an excellent job addressing the complexity of the needs of this area.
- 62 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you change? I agree w/most goals as stated on page 16.
- 63 5. What do **youlike** best about the draft plan? The attempt to protect single family neighborhoods, the provisions for sidewalks and the attempt to make the Lake Clty core more attractive as a destination.
- 64 Traffic: Proposed solution **#1**. Put up traffic control signs - remind people that this is a residential street with a speed limit of 25 (or yellow advisory speed signs of 20 mph)
- 65 Traffic: Proposed solution **#2**. Install chicanes at the entrance to streets. i've seen this be effective in other neighborhoods with similar cut through traffic problems (NE 70th Street by I lth Ave NE.)
- 66 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets for the following reasons. 4. It is much safer to have buffer between pedestrian traffic and car traffic.
- 67 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets for the following reasons. 5. It will help narrow the street and slow traffic.
- 68 Lake Cii Way: I think the idea to install concrete barriers down Lake City Way is a bad idea for the following reasons. 2. It would be detrimental to the development of a **cental** business core tha we are trying to encourage in this area.
- 69 4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? See above. I agree that trees and landscaping along Lake **City** Way would definitely improve aesthetics.
- 70 We need a curb ramp on the north side of NE 130th and 33rd Avenue NE because it would connect to the existing crb ramps **onthe** south side where 33rd Avenue NE connects with NE 130th.

- 71 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort/ What would you change the sidewalk on the east side of NE 33rd Avenue, all the way from 125th to NE 130th!
- 72 What do you like best about the draft plan? Very extensive, but too detailed for the average Lake City resident to understand involved in.
- 73 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you change none
- 74 5. What do you like best about the draft plan/ using identical plans for each subject is clear and excellent! Information bullets nice touch.
- 75 Greg Potter: 12546 33rd Avenue NE #215
Please make a safe walkway with curb ramps all the way 33rd Avenue NE on one or both sides (east side most important)
- 76 Chris Kuykendall: 12546 33rd Avenue NE #706
Please put a safe walkway along 33rd Avenue from NE 125th to NE 130th especially on the east side.
- 77 Ron Johnson: 12546 33rd Avenue NE #302
Please put a smooth walkway down 33rd Avenue NE from NE 125th to NE 130th especially on east side.
- 78 Several neighborhoods, including the Central Area recommend home ownership programs for low to moderate income: the Central Area this includes ownership of non-detached units.
- 79 4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? Jackson park mentioned once. There are a lot of "dead end" streets crossing creeks that could be pocket parks for neighborhoods.
- 80 5. What do you like best about the draft plan? The "Master Plan" is beautiful, but where is #12? The existing CC is historic should be the first thing to go and then the boarded up/abandoned housing project.
- 81 Checked: Life line for local business; poor pedestrian access across; undesirable image as a city retail core; lack of direct unsafe routes to schools & parks for children.
- 82 Wrote: "Yes" next to:
Goal 8: Protect property outside, the HUV boundary from negative impacts of development within the boundary.
- 83 Wrote: "Yes" next to:
Will provide a buffer or transition to adjacent SF housing.
- 84 Wrote: "Yes" next to:
Preserves street character.
- 85 Wrote: "Yes" next to:
Goal #1: Protect single family neighborhoods from the incursion of commercial and multi-family development
- 86 Wrote: "Yes" next to:
Goal #2: Protect SF housing and ensure continuity in the "feel" of a single family neighborhood.
- 87 Wrote: "Sidewalks" next to:
Connecting community to Lake Washington
- 88 Wrote: "Not important" next to:
Central outdoor gathering space
- 89 Wrote: "Security issues. Kids are not as nice as they used to be. What would the hours be?" next to:
6. Open after-hours courts on time-restricted parking areas (basketball, tennis, volleyball)
- 90 Wrote: "Yes" next to:
I. Provide safe spaces to wait for transit connections such as North side of Clark's Office Supply along NE 130th

No. COMMENT

- 91 Wrote: "Yes" next to:
Goal **#12**, Action **1**. Develop plantings at street ends and vestige lots between streets.
- 92 Wrote: "No" next to:
Development: farmers market suggested at bokstore site next to Kemo's. Better location may be within Civic **Core**.
- 93 Wrote: "absolutely!" next to:
Local parking only-discourage commercial parking in residential
- 94 Wrote: "Be careful that you don't cut off locals from easy access to their own neighborhoods!" next to:
Reducing non-local access to arterials
- 95 Wrote: "Traffic circles don't work. Neither do those weird **"S"** things. A lot more people will stop ar at least sow down for a stop sign than for a yield sign or other intersection control (except a light of course.)
- 96 Wrote: "No" next to
5. Add **2-way** left turns on arterials for more efficient inner community access.
- 97 Wrote: "No offense, but this is a waste of time and money. People are going to go as fast or slow as they want, no matter what speed limits you post & there's no way to enforce it effectively."
- 98 Wrote: "Yes" next to:
Goal **#4/Action 1**. Establish storm water detention and infiltration drainage in neighborhood areas.
- 99 Wrote: "Yes" next to:
Goal **#4/Action 3**. Establish a comprehensive approach to the capacity and location of utilities.
- 100 Wrote: "Cover open drainage areas to make neighborhoods look better."
- 101 Wrote: "Absolutely." next to:
Goal **#5/Action 4**. Require high density housing to provide on-site parking.
- 102 Wrote: "Yes - sidewalks and curbs would help define parking areas better SF areas, too" next to:
Orderly on-street parking.
- 103 Wrote: "Yes" next to:
Preserve character and SF housing stock.
- 104 Wrote: "Only if it doesn't impact neighborhood to greatly in **aesthetics** or crime that low-income housing." next to
Encourage building affordable housing.
- 105 Wrote: "Yes" next to:
2. Encourage owner occupied multi-family housing.
- 106 Wrote: **"W/ as little** traffic impact to neighborhoods as possible" next to:
Provide pedestrians, vehicular, and transitroutes to/from the commercial zones.
- 107 Wrote: "Need better retailers (i.e. capital hill) next to:
Encourage local use of businesses in the community.
- 108 Wrote: "Yes" next to:
Goal **#10**: Ensure pedestrian safety and access in the business area.
- 109 HUB Urban Village Boundaries.
The description of the attributes for Proposal **#2** also applies to the other two proposals.

- 110 Traffic calming in a parklike setting that is a top priority. This planning effort for the most part will do very **little** to help us neighborhood on NE 137th Street We are committed to calming our street and feel the planning effort could do more
- 111 Bike routes - This is good. We need better **signage** than what currently exists on both arterials and side streets. These be made effective enough to educate the motorist to share the road with bikes, pedestrians and wildlife even on resider such as NE 137th.
- 112 Goal **#2** Strategy A Actions 3: Hooray! another bullet for the lawless commuters to **bite**. Support on NE 137th Street is this issue. Street closures as mentioned above would be the most effective plan to instantly resolve problems for the le dollars.
- 113 Bicycle Circulation: Goal **#7**: Designating some residential streets as bike routes would aide in curtailing conflicts **betwe** motorists/bikers and pedestrians. This however should not restrict bicyclist to certain routes but instead give them a **sa** motorists. Support for this is very high.
- 114 Goal **#12**: Sidewalk Improvement Standards: This appears to be directed to existing conditions which would not **involve** 137th. However under 2. planning such walkways would be met **with** extremely high resistance as **it** would **dramatically** quality of life in our parklike environs. Plan for those who want, not for those who don't!
- 115 We need to connect the Burke **Gilman** Trail at NE 123rd and Sandpoint Way down to NE 125th to the trail, back up th Sandpoint Way north to NE 125th. We might have to sacriice parking behind businesses on main arterials or in lots b mode of transponation that would bring people to the area by bike and bus.
- 116 Whether people want the rural atmosphere of Lake **City** negates the 20 year plan need for walkways to the core area, i transit and bicycle routes. We need to put some sort of broad shoulder or asphalt or cement walkways, let the neighbc
- 117 I. "Existing Conditions" is the problem statement - do you agree? Since many people had an opportunity to state **wha** problems in our area, I feel the existing conditions statement and especially the major planning issues diagram satisfac: needed improvements.
- 118 Open Space: I think Cheryl Klinker has done a fine job with the goals, strategies and actions in this section. It would b open space could be attained in my area, the area bounded by **15th, 125th**, Northgate Way and Lake City Way.
- 119 Civic Core: I most strongly support the ideas of pedestrian emphasis, a civic plaza, open space and pedestrian green-v great ideas! We should do everything we can to insure that these are created. They **will** help make the Civic Core a m place to visit and thus also help bring long term economic success.
- 120 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or c thinking we could dig a lake, as suggested broadly, thinking about how popular Green Lake is -find an appropriate **loc**: the size, etc. I tend to not use the transit system so feel that I can't speak to this at all.
- 121 4. Are there neighborhood-specific goals, strategies or actions for your neighborhood we have missed? NO -you hav them by discussion upgrades in services, safety, environmental concerns, road repairs (which are being completed **nov** outreach programs for the "youth" of our area? Or some way to include them in this project?
- 122 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro **anc** consider encouraging more multifamily units closer to 145th and LCW since 145th **wil** be developed more as a lane **to**
- 123 Traffic: Proposed solution **#3**. Install sidewalks with parking strips to make these streets narrower. As long as they an open for speeding **traffic**, they will attract speeding **traffic**. **Traffic** is less likely to speed along a narrower street with **car**: the edges. Especially if number 1 and 2 above are also implemented.
- 124 Sidewalks: Another topic I feel strongly about is the topic of sidewalks. I am very much in support of having sidewalks a neighborhood. However, I am against extra wide sidewalks, and/or sidewlaks on only one side of the street, two sugge at the meetings I attended. I am opposed to these options.

- 125 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets **for** the **following** reasons. 1. To be in sync with the rest of the **city**. I don't want some new method of sidewalk planning tried out in our neighborhood, setting us apart from the accepted standard for our area.
- 126 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets for the following reasons. 2. I think it is important to have sidewalks on both sides of the street. Without them, people will continue to walk in the street if they want to walk on the other side of the street for whatever reason.
- 127 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting **strips** along the streets **for** the following reasons. 6. We deserve sidewalks just as much as the rest of the city, **they've** been promised for years and never delivered. We pay taxes and should enjoy the same street amenities as the rest of the city.
- 128 Lake City Way: The final topic I wanted to comment on is the recent suggestion I read about in the newspaper regarding installing concrete barriers down Lake **City** Way. I think this is a bad idea for the following reasons. 1. It will turn Lake City into another Aurora Ave (and it would be ugly.)
- 129 Lake City Way: I think the idea to install concrete barriers down Lake **City** Way is a bad idea for the following reasons. 3. I don't think we should do anything else to encourage or **facilitate** single car **drive** through traffic on its way north. Lake **City** Way is not a freeway and should serve the neighborhood it runs through, not the suburbs to the north east.
- 130 Add sidewalks between NE 125th and NE 130th between 33rd Avenue NE. He comes through Value Village and **exits** onto 33rd Avenue NE. Patrick would like a pedestrian activated crosswalk from this driveway that enters this street (33rd Avenue NE) to the east side of the street.
- 131 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. I would hope that the goal of "Business **Diversity**" means that the plan would encourage needed businesses, such as hardware stores and quality arts and crafts.
- 132 5. What do you like best about the draft plan? I applaud that it addresses pedestrian needs. Lake City is sorely lacking in sidewalks or even paths for pedestrians or children on bicycles. Pedestrian safety is important. Also we need more access to **Burke-Gilman** trail.
- 133 Add a curb ramp next to the driveway into Fred Meyer on NE 130th on the west side of the driveway. There are elderly people and disabled who find it difficult to walk on the uneven and bumpy cracked cement and sidewalk and asphalt. If you tried rolling a shopping cart up the street, you would find out how rough it is.
- 134 On 33rd NE (between NE 125th and NE 130th) we want sidewalk. All of Lake City House wants sidewalks. If we don't have a sidewalk on 33rd NE (between NE 125th and NE **130th**), we need to paint sidewalk there. We had painted sidewalks on 33rd NE. It was done more than 5 years ago. We need to have it done again. It is wearing off (almost gone.)
- 135 3. Please review the strategies for each goal, and indicate those strategies & goals you feel strongest about, pro or con. Mostly bus service improvements. There are no buses running from Lake City to N 130th and Aurora, even though that area has recently added Eagle hardware, Albertsons and other stores, along with an expanded Employment Security Office.
- 136 4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? Area still needs a theater, bus shelters and better postal service (certified letters, etc. have to be picked up two miles north in North City office!)
- 137 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. 1. Feel strongest about pedestrian circulation because it is the most important means to reduce car use and promote community. Stairs linking upper Lake City to Lake increase quality of life and open space access.
- 138 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. 2. Bike circulation plan excellent! Lacks connection between **Burke Gilman** and upper Lake City. Perhaps best at 125th to **123rd** but that is only way for hardy riders although it can be walked.
- 139 4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? No, but I want to underscore the stairwell connection between upper and lower at 125th. Would reduce danger to pedestrians forced to walk up 123rd.

- 140** 1. "Existing Conditions" is the problem statement - do you agree? Yes . Suggest adding cross walk traffic lights **syncro** nearby (adjacent) main intersection lights to provide safe crossings for foot traffic often visually blocked by car in one of
- 141** 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you ch: plan format is improperly bound has not content ref section or index and is too redundant and voluminous making it imp: easily use. What goals? What section? Change the presentation. "No one" will use this! - yes.
- 142** 3. Plesae review the strategies for each goal, and indicate those strategies & goals you feel strongest about, pro or con spent 12 hours going over it, I'm too exhausted! So in general: there is too much emphasis on image and not enough . Get the retail/commercial substantive things right first, then decorate.
- 143** We are especially impressed by your efforts to restore urban creeks and streams as discussed on pages 27, 31, 37-39 your draft. Our community is working to daylight Ravenna Creek. Restoring these streams will have a cumulatively ber onthe Lake Washington drainage basin.
- 144** Our northwestern border touches Lake City Way Northeast and one of our **arterials**, 25th Avenue Northeast connects t support your plan to route more traffic to I-5, rather than via Lake **City** and Roosevelt Avenue. We oppose any change: make Lake City Way into a major arterial, rather than a community arterial.
- 145** There needs to be a pedestrian crossing with curb ramps at 33rd Avenue NE and NE 130th to enter Fred Meyer's **prop** motorized wheelchair. They have a walkway throught the parking lot going north and south that could connect **Thank**
- 146** Goals/Comprehensiveness. The University Community Urban Center completed an analysis of demographic trends ar stock as a basis for then developed strategies for the types and location of future housing in the urban **cente**. This plan on where to put housing and less on housing programs.
- 147** The Central Area has strong goals that focus on keeping people in the community. This plan does a very good job of c sophisticated response to this complicated issue, especially regarding how to improve the neighborhood without **causin** that drives out current residents.
- 148** Strategies: A number of plans contain unique strategies that could be useful toothers. These include the following: Cer proposes good models for assisted living that would help elderly residents stay in the community as their housing **needs**
- 149** Strategies: Wallingford has an interesting proposal to sanction home businesses in residential areas, as an effort to ma more affordable and reduce traffic (people commuting to jobs). This assmes that home businesses do not generate m is saved.
- 150** Several neighborhoods including University, Wallingford and Crown Hill/Ballard **recomend** expanded use of Accessory (ADU) and the use of shared parking in some areas to create more affordable housing and to address related parking c
- 151** Community Differences/Issues: Indicate diiering opinions and concerns in the community and how they were dealt **wit** planning process (including decisions not to address certain issues). This will help in the future as the Cii and commu face the realities of housing needs and demands.
- 152** Design Review can be an effective tool, but should not be used to accomplish all goals. both **incentivesw** and **restrictio** considered. neighborhoods should capitalize on existing neighborhood design reveiw guidelines or those being develo neighborhoods.
- 153** 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you ch: Eliminate the planting strip **inthe** center of LCW. Angle the parking. Encourage non locals to stop and shop but use m
- 154** 3. (Continued) Theme/awnings. Fire & police enhancement needed eventually. Encourage MF housing in the core to businesses thriving. Have culturally diverse events and recreation. Abandonned buildings and businesses need **remoc** occupancy. incentives or penalties or both.

No. COMMENT

- 155 Goal 5: "No. Don't let anyone with a slightly large lot to just add houses to neighborhoods. It just adds to noise congestion. I personally bough (?) have to get away from congested living. I don't want the guy next door to be able to put a two story house in his backyard and then sell **it** off."
- 156 In regard to where to put the HUV boundary: Wrote: "No! not if bus route turns around in SF residential neighborhood. i.e., **73, 77** on 20th NE and NE 135th and 17th NE" next to:
5. Include parcels that lie on a major bus route, particularly if in a mixed zone area.
- 157 Wrote: "Absolutely" next to:
Goal **#7**: Protect SF housing adjacent to the boundary from development that will negatively impact their property. "These developments include but are not limited to..."
- 158 Wrote: "Yes" next to:
Goal **#8**: protect property on, but outside the HUV **boudnary**, particularly SF residences, from negative impacts of development within the boundary.
- 159 Wrote: "I just don't find this to be terribly important" next to:
Goal **#4**: Support the concept of central community core area and provide a large public gathering space that accommodates a variety of uses and links critical core elements.
- 160 Wrote: "No - intersection is already difficult because of Fred Meyer **traffic**" next to:
Improvement NE 130th north of Clark's office supply. Develop into more of a gathering plaza, read paper, drink a cup of coffee, wait for bus. Daylight the stream.
- 161 Wrote: "I'd volunteer to help kids with this. Yes." next to:
Development: Olympic Hills Elementary - Learning Garden would be for students only. Find funding and work with school staff to develop and maintain.
- 162 Wrote: "No - see previous notes. Kids don't need to be out playing basketball at **11:00** at night" next to:
Dual use: set up agreements to use large parking lots after hours for pickup basketball or other pickup games. Paint court markings on it.
- 163 Wrote: "No! Leave as 4 lanes. Going to 2 lanes **w/** center turn lane would back things up and no way to get around bus." next to:
? turn lane (on LCW)
- 164 Wrote: "No" as shown:
Reduce drive through **traffice** from LCW using steet **signage** (no), calming (no weird, no traffic, "**S** things", circles), one-way (no) and closures (no)
- 165 Wrote: "Yes" next to:
Goal **#6**: Discourage non-locals from parking in neighborhoods while using regional transit.
Action 3. Establish Park n Rides near transit facilities.
- 166 Wrote: "Police needs to make bicyclists follow basic vehicle laws. i.e. stop signs, yielding to pedestrians, etc." next to
Goal **#8/Action 3**. Establish a minimum of striped routes in neighborhoods with additional improvements commensurate with local street improvements.
- 167 Wrote: "yes - either one would be great" net to:
3. Establish 5' wide concrete sidewalks in all residential areas with planting and curb separation from vehicles.
4. Establish 8' **wide** concrete sidewalks in all residential areas with planting and curb separatin from vehicles.
- 168 General statement:
Making statements like: "encourage building affordable housing" is nice; but, it will get absolutely nothing done. If a statement like that is going to be made, we need to back it up with specific actions. Otherwise, it's useless.
- 169 Wrote: "Maybe - If neighbors oppose having extra unit within neighborhood, the city has a responsibility to listen - not just ram this HUV down everyone's throat." next to:
Goal **#2/Action 2**. Encourage accessory units in single family areas within HUV boundaries.

No. COMMENT

- 170 Comment on comment 219 above by SPO.
The problem is: the land use code does nothing to prevent zoning sprawl. The HUV boundary can be used in proposals clearly the line where we don't want density spreading beyond.
- 171 HUB Urban Village Boundaries.
The final plan should include for each alternative an analysis showing how policies L32 and **L34-L40** are met by each boundary proposals.
- 172 Land Uses.
The draft plan focuses on Single Family areas while the majority of the land within the Hub Urban Village is zoned **commercial**.
- 173 Other. We recommend that the final plan provides a selected number of goals that would be included in the **Comprehensive Plan**. These should address elements in the plan that are specific to the Hub Urban Village, and that the City can implement.
- 174 Note on Elsie Crossman's last comment:
The City is looking to influence only the area contained within the HUV boundary. This is an argument for a larger **boundary**.
- 175 "Goal **#2**: Description: Protect SF housing and ensure continuity in the "feel" of a SF neighborhood." There are **policy** in the Comprehensive Plan and the Land Use Policies to maintain single family neighborhoods. It is not clear how the City can achieve the goal to ensure there is "feel" of continuity in a neighborhood. This goal should be deleted.
- 176 "Housing. Goal **#2/Action I** : Encourage accessory units in single family areas **within** HUV boundary." **Accessory** units are **allowed** in all Single Family areas in the City, as it is a state requirement. There is very **little** land zoned Single Family **within** the boundary. How does the neighborhood want the city to encourage development of these units?

- 178 Good — finally we see something about keeping non-local traffic under control. The best way is to close or dead end through streets. **If** this is done, the money saved by putting in circles and chicanes could be used in neighborhoods that want them instead of a dead end street. Street closures instantly solve commercial/commuter and wreckless residential traffic problems.
- 179 Goal **#13**: **City** Light **will** not let all existing **utility** poles have a street lamp on them. But the Dept has a program where a **citizen** can pay for a light if they want one. Crime should get you a light without residents having to pay extra for a **little** safety. 23rd PI NE between 133rd and 145th has a history of night prowls and not enough lighting to discourage this criminal **activity**. **City** tight has scoffed at past requests for additional residential lighting.
- 180 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. Urban Village Boundary: I strongly agree **with** the goals of the NDNC outlined in this section, and also agree that with these **goals** in mind the Urban Village can provide a number of **benefits** of the greater community. I also feel that the NDNC proposed Hub Urban Village Boundary Area will best attain these goals and therefore i support that option.
- 181 Pedestrian Circulation: This is best attained wiht the installation of good sidewalks and some benches. As outlined above, if there aren't enough funds for sidewalks and benches on all streets, then **priority** should be given to those streets with the highest traffic volumes. Perhaps sidewalks that allow rainwater to percolate into the underlying soil could be constructed, so that storm run-off is not so rapid.
- 182 Bicycle Circulation: Bicycle lanes need to be separated from parking on arterial streets (watch out for those car doors!) I am not sure I support the establishment of official bicycle **lanes on** residential streets. Residential streets make fine bicycle routes as **is**, and local residents generally like their streets the way they are and may not appreciate the changes (such as painted lines or signs.)
- 183 Housing: Whoever did the work on this section has done a wonderful job! The ideas outlined on the diagram that I most strongly agree with are to buffer SF and MF housing, to preserve solar and **view** access, building under-building parking and the promotion of ownership, and these ideas are generally supported in the accompanying goals, strategies and actions. Goals **#4** and 5 could be further supported by the promotion of ownership.
- 184 5. What do you like best about the draft plan? The NDNC has made a great effort to publicize its activities and include anyone who wants to be invlved. This may seem to make the process harder sometimes, but it will ensure the long term success of the planning process. In general, I feel all our hats should be lifted to those who have worked so hard on the Plan so far!
- 185 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you change? I agree with the stated goals, as a starting place. (I know that this doesn't invite discussion, yet it is true for me now. I would need to be able to talk to others to hear some other points of view to be presented with opposing ideas of considerations.)
- 186 5. What do you like best about the draft plan? I am very impressed with the level of professionalism and sophistication in this plan with the full "scope" covered by the plan. The fact that we have this opportunity is energizing and exciting. Thanks to all of you who have already put in the thought and time. This indicates I want to volunteer and will call and see what is available. **365-0289**.
- 187 Reference the Attached Maps. This is an opening for a discussion: to close Lake City Way to through traffic and instead redirect the traffic to I-5, Sandpoint, etc. and created complexes - a park area in the center, businesses surrounding them, parking designated in lots between the complexes to be shared by all of the businesses. The diagram is not specific as to placement, it conveys the rough idea only!
- 188 Traffic: Proposed solution **#6**. Artificial dead ends halfway between 125th & 145th. cut off the through routes by ending streets with chicanes and "Do Not Enter" signs. This still allows emergency vehicles access but limits cut through traffic. this is slightly inconvenient for neighbors, but not as much as one way streets. This has been effective on NE 98th ST and other residential streets with high volumes of cut through traffic leading to Northgate Mall.
- 189 Sidewalks: I am in favor of the traditional **Seattle** neighborhood sidewalks with planting strips along the streets for the following reasons. 3. The traditional sidewlak with planting strip allows for a more attractive street. large sidewalks with concrete right up to the curb are ugly, and would make residential streets look like arterials and should not be considered for use on residential streets.

No.	COMMENT
190	4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? Yes. You miss people come to core areas. #1 Good retail/commercial. #2 Easily accessible to cars/transportation. #3 Convenient arr mall!) • Our core may need bulldozers or relocation to work. (Both options) Less emphasis on bikes and cultural cent utilized and both block development.
191	Housing is an issue that has received a lot of attention as more people find it difficult to buy or rent housing in Seaffle ar As many of you have seen, older people face few options for staying in their neighborhoods if they move from their hon adults often have to go together to buy or rent. Singles and people on fixed incomes struggle to keep up with payment have homes;families can't afford the size houses they need.
192	The Planning Committee has reviewed the first neighborhood plans and find many good gpals and strategies emerging some plans do not address housing in a thorough manner and some seem to be hesitant to realy take on these challer is an esential as public safety, transportation and education and should be an integral part of how we plan for our future
193	The Planning Commission is concerned that a number of the neighborhood plans only superficially address housing is: needs. While we understand that planning committees have experienced differences of opinion regarding growth and planning process should carefully and thoughtfully address housing needs as an individual, neighborhood and city-wide
194	Suggestions: Housing element: Indicate how the plan addresses current and future housing needs. If the plan does nc housing element, include a discussion of housing in the background/introduction explaining why the community decide a housing element. This should contain a statement that the neighborhood accepts the Comprehensive Plan Housing Policies and confirms that they will guide housing development.
195	Building Types and Density: To be affordable, new multi-family housing development isnot necessarily large scale. Five buildings with wood-frames are among the most affordable types of structures and fit easily within 65' heights. Neighbc keep this in mind when considering rezones to limit density so their actions don't unintentionally work against affordabili
196	Wrote: "This is very important. not everyone wants to live close and comfy with neighbors. One of the great things abo the large lots and space between houses" next to: Goal #5 : Allow owners of SF parcels to benefit from SF zones within HUVs , provided the flexibility will not negatively impr the community.
197	Wrote: 'Yes" next to: Remediate steep slopes with bio-engineering Establish habitat corridors Protect confluences and outlets of streams
198	Wrote: "get rid of traffic circles and yield signs and pput in stop signs. Traffic circles are the most dangerous intersectio no one understands how to turn left around them or who has right-of-way. I see 3 or 4 near misses a day near my hou: to: 9. Traffic calming devices.
199	Wrote: 'Yes" next to: Acquisition and Development: 35th NE to 36th NE, 117th to NE 126th undeveloped property. Portal entry, children's pi area, natural area with interpretive trails. Street end development for access. neighborhood is underserved. Parks Dep tried to acquire in the past.
200	Wrote: 'Yes" next to: Pedestrian emphasis adjacent to LCW. 125th to remain 2 way Alternate routes to I-5 to encourage destination rather than drive through community.
201	Wrote: "Bike lanes only if bus is removed and sidewalks are installed. Too much chance of kids getttng hit the more ve you add to street. 135th needs to be narrowed. People treat it like a shortcut to LCW even though it doesn't go throug tend to ignore the "rules of the road" when it suits them. but, I'd rather have bikes than the buses & traffic we have now. points to 135th and 15th NE area.)

- 202 Wrote: "Yes - make rules about plantings more public. Sometimes calling the city to get info or permission can be frustrating" next to:
4. Encourage each neighborhood area to develop cooperative planting programs that look good and generate interpersonal interaction.
- 203 Wrote: "This doesn't seem fair to the SF housing that probably pays more in taxes proportionally than MF. Also MF is **generally** apartments. The tenants are generally transitory and aren't necessarily going to care about the neighborhood." next to:
5. Multi-family zoned areas have top priority for sidewalks, curbs, gutters and street-side parking controls.
- 204 HUB Urban Village Boundaries.
Under the Land Use Code, areas that meet the Single Family **criteria** must remain zoned Single Family, unless a neighborhood plan provides otherwise. If the neighborhood plan for the Hub in Lake City does not propose rezoning Single Family Land to a more intensive use, the land **will** remain Single Family if it meets the Single Family criteria.
- 205 HUB Urban Village Boundaries.
The proposed guidelines seem to be based on the idea that the designation of Hub Urban Village **will** affect the type of development that can take place inside and outside the boundaries particularly for Single Family areas. This is incorrect, the village designation does not change the zoning designation or development standards.
- 206 HUB Urban Village Boundaries.
Alternative **#2** adds the narrow Lake City Way strip from NE 120th St. to NE 110th St that are auto-oriented (with CI zoning) and that would be **difficult** to integrate to the core. We suggest taking a closer look at the policies mentioned above before finalizing your recommendations for this narrow strip.
- 207 "Goal **#3/Strategy A**. Require green belts and parking areas behind and between adjacent lots that are zoned different." The City cannot require a greenbelt as part of landscaping/buffers setbacks, as funding for additional acquisition is limited. The location of off-street parking is regulated in the Code. This goal and strategy should be deleted.
(Note by K. Meinig: she doesn't understand the type of "greenbelt" we are talking about here.)
- 208 "Goal **#8**: Protect property on, but outside, the HUV boundary, particularly single family residences, from negative impacts of development within the boundary." Again, zoning standards do not change because a property is inside or outside a village. There are some zoning categories that can occur only inside a village, but the Council must rezone the property first. This goal is unnecessary.
- 209 "Goal **8/Strategy A**: Require design review for actions such as cutting down trees, eliminating a green buffer, adding flood lights, etc." Design review is provided for the review of new projects in Multifamily and Commercial zones. The concerns expressed in this strategy seem to deal with enforcement issues. These actions are outside design review. This goal, strategies and actions should be deleted.
- 210 "Goal **#8/Strategy B**: Establish design review for Single Family Lots. Set standards in single family lots inside HUV to match adjacent single family lots. Set architectural character standards for single family lots just within the boundary that match single family lots just outside the boundary. The **City** does not support requiring design review in Single Family areas due to concerns with housing costs.
- 211 "Goal **#4/Strategy B**" The **City** is sponsoring the Housing Seattle Design Demonstration Project to seek real projects that bring well designed affordable housing to **Seattle** neighborhoods. This is part of the Housing Action Agenda that the City has adopted and is sponsoring a design competition to **allow** innovative housing designs. **The** same standards apply in single family lots whether they are inside or outside an Urban Village.
- 212 "Goal **#10**: Protect Green Belts" Needs to provide more information as to what is intended with this goal. The city owns greenbelts and as such they are protected from development. The City is looking at ways to address landslides areas (some are in greenbelts). Is there another concern with greenbelts?
(Note by K. Meinig - our definitions are different. Our greenbelts are not necessarily city-owned)
- 213 "Housing: Goal **#1/Action 1**: Develop land use policies which specifically protect single family along the edge conditions of the HUV boundary from more intense use." There are policies in the Comprehensive Plan and Land Use Policies to maintain single family neighborhoods. The Single Family Policies **specifically** address "edges" in single family areas. This would apply in areas regardless of a village designation.

- 214 "Housing. Goal **#3/Strategy A**: Protect residential areas from the encroachment of incompatible uses." Goal is **consiste** Comprehensive Plan and the Land Use Policies. Action A, however is unclear as to what uses are considered **incompa** current use provisions for Single Family or Multifamily areas allow almost no or very few uses other than residential user
- 215 "Housing. Goal **#J/Action 2**: Develop regulations which define proper and ample separation, buffers and screenign bet family areas and other uses." There are many regulations related to set backs, location of parking, screening and other change (increased) for multifamily or commercial lots **adacent** to single family areas. It would be helpful to be more spe current standards are considered inadequate and why.
- 216 "Housing. Goal **#7 Design Guidelines**." Design guidelines are not standards. The concepts of crime prevention are a guidelines and are already addressed int he City's Deign Guidelines, but should not be treated as standards. The items are written as standards. Check what is already required (like curbs, gutters, sidewalks) and revise proposal.

- 217 (paraphrased) Request my property (2448 **Northgate** Way) be designated C-I, L-I or L-2 in the Plan; its zoned R-7200. The property is within **100** ft of the LCW and Northgate Way intersection. This is a very high traffic location, better suited for C or MF. It is at the same elevation as the other C and MF zones on the W side of LCW with the SF area at a higher elev. along 24th NE. The properties will also be close to the monorail terminal. **With** the terminal, the surrounding area would be developed and will need more C or MF.
- 218 Transit Circulation: I generally agree with the goals in this section, and ost strongly agree with Goal **12**, to establish sidewalk improvement standards. if there **aren't** enough funds for all streets, then priority should be given to those street swith the highest traffic volumes. i think that the primary transit station and satellite stations are well located at 125th and 145th and 107th respectively. I am unsure of whether to support the idea of the establishment of shuttle transit routes on residential streets. Local residents may not want the additional traffic.
- 219 Traffic: I attended some of the traffic and transportation meetings held at **Little** Lake City Hall because of my concern regarding traffic in our neighborhood. We live on 39th Ave NE and get a huge amount of cut through traffic at rush hour using our residential street (and 37th) to avoid traffic and lights on LCW and 35th Ave NE. Traffic on our street was measured at about four times the average for a residential street. And because it's five or more blocks between intersections, and the road is wide, cars really speed.
- 220 Traffic: I understand that various solutions are being offered to this problem, one of which is to make these streets one way streets. I would not support that unless other more reasonable, and more convenient (for residents) methods are tried. I know the goal is limiting traffic, but I think this should be done with the least inconvenience to people who need to drive on these streets - the people who **live** there. I've outlined my suggestions below to deal with this problem and ask that you given them some serious consideration, particularly the first three.
- 221 Traffic: Proposed solution **#7**. Traffic circles may not be a useful tool in this neighborhood because of the long distance between intersections. Although the installation of a traffic circle on 37th (where a young boy on his bike was killed by a bus) has caused more traffic to choose to cut through along 39th. I think the first 3 **items** would go a long way toward eliminating the problem of speeding cut-through **traffic** and also fulfill the function of enhancing the neighborhood. The other suggestions may also be useful, although less convenient for residents.
- 222 Lake **City** Way: **I** think the idea to install concrete barriers down Lake Cii Way is a bad idea for the following reasons. 4. All efforts should **bemade** toward making mass transit more appealing. improvements geared toward moving single occupancy vehicles should be discouraged. We will never be able to keep building or widening enough roads to keep up with car volume, instead we should make single occupancy travel less convenient, and mass transit more convenient, only then will people consider using mass transit.
- 223 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? I agree with the goals, yet I would add that the commercial corridor shall be "cleaned up", both aesthetically and in the type of business. I'm discouraged at the proliferation of pawn shops (which simplify liquidation of stolen merchandise), topless bars, "Lingerie modeling shops" **etc**. These so called "adult entertainment" establishments encourage prostitution and other illegal activities. lake City should not be known as an "adult **entertainment**" destination in the city.
- 224 5. What do you like best about the draft plan? Agree with all points made and good **aesthetics**. Differ on priorities. Need more emphasis on police if safety is an issue. One on core foot beat with one car backup-through evening 12 PM. Tremendous job here but needs more organization if not **condencation** 8 specifics. Library location might better serve as a **Oreality** (?) Restaurant. Also how about a conveniently located entertainment center-theater - bowling - restaurant/coffee shop - **video** games - community center?
- 225 We are writing to urge you to carefully and thoughtfully address future housing needs in your neighborhoods. While **it** is often difficult ot look very far into the future, we can at least look at the future needs of our own children, of our parents, neighbors and ourselves. Lets plan for the most possibilities for housing young adults, families with children, elderly and people with special needs. if every neighborhood plan addresses even the needs of its own populations we will accomplish much toward creating more options for affordable housing in our community.
- 226 As neighborhoods sprint to the last phase of their planning processes, we encourage you to look at what other neighborhoods are doing, particularly related to affordable housing. Here are some of our initial observations about the first plans we have reviewed and some general suggestions. Goals/Comprehensiveness: Several plans have fairly comprehensive housing elements. These include University Community Urban Center and the Central Area Neighborhood Plan.

- 227 Neighborhood plans are not required to have a housing element, but the Commission strongly urges all neighborhoods issue. We believe it is integral to the future health and character of each neighborhood and the city as a whole. Here are suggestions for addressing housing in the plans: Housing targets: include a brief, clear description of the Housing targets in the Comprehensive Plan and describe if and how the neighborhood proposes to meet them (including affordability targets).
- 228 Community Connectedness: Housing is more than size and density, it is being part of a community. One of the most important things that people raise is commitment to the community that comes from homeownership. Given the reality of more than half the population being renters, one challenge is to help people feel connected and a sense of responsibility for their community. The form of neighborhood associations, community centers, supporting community events and celebrations and other things that bring people together...
- 229 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. Lane on 125th Street a must. Core flooding problem must be fixed. A park in core with recreation and other amenities, shelters/plantings/farmers market would be fun. Integrate the core/acquire land. Pay park n ride essential/coordinate F Pedestrian bridges/stairs. Sidewalks a must. Orderly parking and facilities for short term parking. Encourage remodeling businesses & buildings along core, LCW and surroundings.
- 230 Wrote 'Yes' next to:
Establish green buffers between SF and core and commercial corridor;
Improve local pedestrian & bike routes to parks, schools, etc;
Preserve SF character; primary transit station:
Strengthen local support of businesses
Establish central location of community critical services.
- 231 Wrote 'Yes' next to:
Pocket parks
Green pedestrian and bike routes
Stewardship of streams and habitat areas
Establish trees, plantings and amenities along arterials and LCW
Connecting schools, parks, community, bus facilities and open space
- 232 Wrote: "Yes" next to:
8. Develop roof top greenspace requirements for MF units.
Wrote: "Cool" next to:
Site of Caveman Restaurant: Fish ladder restoration, interpretive center, look out, connection to Homewood Park across Way.
- 233 Wrote: "Yes sidewalks" next to:
Establish well defined, safe pedestrian routes to schools and parks for children.
Multiple points of access to the Burke-Gilman trail
Pedestrian emphasis zone with sidewalks, curbs, signalization, amenities
Wrote: "Sidewalks, curbs on both sides of street" next to:
Sidewalks curbs (low cost) one side two in key locations
- 234 Wrote: "Yes" next to:
5. Establish regular service between Civic Core and community at half-hour intervals.
6. Establish direct downtown bus service at half-hour intervals.
"other than 73, we need bus service that takes you downtown in less than 45 minutes w/o having to switch buses or connect better to reduce wait times at transfer points.
3. Protect neighborhood against non-local cut through traffic.
- 235 Wrote "Yes - In all neighborhoods not just commercial areas" next to:
4. Establish standardized 26' street width with parking on each side, and planted buffer separating 8' wide sidewalks from traffic.
5. Establish standardized 26' street width, 8' wide sidewalks adjacent to parking, and a planted buffer between residential sidewalks.
- 236 Both "Other possible actions" 3 and 4 are completely unacceptable.
3/4. Establish 5' or 8' concrete wide sidewalks in all residential areas...
Both of these actions run diametrically opposite the survey results. I was extremely disappointed to see this verbiage in like it was snuck in. It completely runs against the survey results - why did we do the survey if the results will be ignored? reference the survey responses and the sidewalk plan I designed, which is unbiased & based upon survey responses.

- 237 Wrote: "Yes - sidewalks and curbs would help define parking areas better SF areas, too" next to:
Orderly on-street parking.
- Wrote: "Yes" next to:
100% block watch
- 238 Wrote: "Yes" next to
1. Provide more patrol car visits.
2. Get to know precinct captain. Added: 'where is the precinct?'
7. Involve apartment owners and manager in drug activity prevention strategies.
Goal #6: Provide youth with lawful, constructive activities and alternatives to gangs. Added: 'Yes. How about better parenting!'"
- 239 Wrote: 'Yes" next to:
2. Encourage owner occupied multi-family housing.
- Wrote: "Absolutely" next to:
Goal #3: Maintain the existing low density, small scale single family neighborhoods.
- 240 Action: 2. states "Encourage owner occupied multi-family housing." HOW???
- This is not an action. If this is what we want, how are we going to achieve it? The plan has to plan. Not just say we want to encourage something. It will never happen unless we state how. What specific actions will be taken to make this happen? This is a general comment. The entire plan is rife with statements like this one. No back up, no meat. No real action. Fluff statements. We've got to get these out of here or back them up with real direction or it won't happen.
- 241 Growth Estimates. The Comprehensive Plan designation for Lake City is for a Hub Urban Village which includes growth planning estimates for households and employment. The draft plan does not seem to address employment estimates. The final plan should either confirm or propose changes to both the household and employment estimates (1400 households and 2900 jobs) in the Comprehensive Plan's Land Use Appendix B. Staff from SPO is available to provide assistance on this matter.
- 242 HUB Urban Village Boundaries.
Goal #1 implies that Single Family zoning is protected only under proposal #2. Under the City's current Land Use policies and zoning regulations, the City does not allow commercial or multifamily development in Single Family zoned land. Regardless of Urban Village boundaries or designation, Single Family areas are protected by the Comprehensive Plan and current zoning designation criteria.
- 243 HUB Urban Village Boundaries.
Policy L32 in the Comprehensive Plan sets criteria for designating Hub Urban Villages. In addition, policies L34 to 40 provide direction regarding size, distance, zoning, residential and employment densities, ability to accommodate growth and planning estimates for designating Hub Urban Villages. The guidelines under Goal #1 are very detailed regarding specific lot configuration, but do not address the criteria under L32 or the policies L34 -L40.
- 244 Other. The draft plan indicates that goals represent ideal conditions to direct public and community resources and energies in the area. Regarding City actions, some of these goals are outside the scope of the Comprehensive Plan and would not be appropriate to incorporate them into the Plan. For example: goal 4, Crime Prevention and Safety: "Eliminate feelings and reality of victimization". It is not practical to expect that City actions would eliminate feelings that victims may have. The City, on the other hand, can work to reduce crime hence avoiding having victims.
- 245 Note on Elsi Crossman's comments.
Lake City's commercial corridor is stretched out so the HUV guidelines on pages Land Use 20-22 of the Comp Plan fit in some areas and not in others. I think it is up to us to describe **how/what** we want to HUV to represent thinking 30 years down the line for what we envision Lake City to become. L32 best describes the largest HUV boundary. L34 and L35 best describe the fist-sized boundary. L36 and L37 for either. L38 leans for the larger. L39 and L40 don't help in decision.
- 246 Note on Elsi Crossman's comments. She states: "The proposed guidelines seem to be based on the idea that the designation of Hub Urban Village will affect the type of development that can take place inside and outside the boundaries **particularly** for Single Family areas. This is incorrect, the village designation does not change the zoning designation or development standards." We need to talk about this with the City. It seems to me that the HUV boundary is a line demarking increased density and can be used to clearly describe our intent to contain sprawl and protect SF.

- 247 "Goal #J/Strategy A. Require a smooth transition between zoning types." The Comprehensive Plan, the Land Use Po
rezone **criteria** in the Land Use establish the need to provide a transition between areas of different zoning categories.
large treed steep sloped areas throughout the City that the City owns, which means they would not be developed.
(Note by K. Meinig: our definitions of greenbelts differs than hers.)
- 248 "Goal #5: Allow owners of single family parcels the benefit from the new zoning flexibility created for single family zones
clarify, do not know what the new zoning is. there is no difference in the standards for Single Family zoned lots **whethe**
located inside or outside the village. if the planning group wants to propose RSL zoning allowing cottage housing in Si
areas within the village boundaries, the plan should recommend so and outline the area where this could happen. Cha
this goal.